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 CENTRAL INTELLIGENCE AGENCY
 INFORMATION FROM
 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

COUNTRY China
 SUBJECT Economic; Transportation - Rail, freight
 HOW PUBLISHED Monthly periodical
 WHERE PUBLISHED Peiping
 DATE PUBLISHED Nov 1950
 LANGUAGE Chinese

DATE OF INFORMATION 1950

DATE DIST. 30 Jul 1953

NO. OF PAGES 6

SUPPLEMENT TO
 REPORT NO.

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SOURCE Jen-min T'ieh-tao (People's Railways), Vol II, No 11, 1950.

USE OF CHARTS SHOWING FLOW OF GOODS
 TO FORMULATE CHINESE TRANSPORTATION PLANS

Ling Tsu-yu

After 8 months of experience in operational and financial planning, the Chinese Ch'ang-ch'un Railway has found that the most useful method for formulating plans is the use of charts showing the anticipated flow of goods. The data for making these flow-of-goods charts come principally from three sources, namely:

1. The National Planning Commission, which supplies figures showing movement between railway divisions (but not between stations) of raw materials, building supplies, daily necessities, and agricultural products.
2. The Quarterly and Annual Statistical Reports, which summarize the reports from each station and show the commodities received and dispatched.
3. Reports of investigating agents of the Economic Planning Office of the Chinese Ch'ang-ch'un Railway, which give figures gathered by them from stations and industries to show the estimated volume and kind of cargo expected to be carried during the ensuing months or quarter. This material is considered most basic.

With these reports, flow-of-goods charts are made for all the important kinds of cargo. The Chinese Ch'ang-ch'un Railway prepares charts for 12 groups of commodities, namely: cereals, lumber, coal, ores, iron and steel and articles manufactured from iron and steel, salt, cement, petroleum fuels and lubricants, bean cakes, bean oil, military goods, and miscellaneous. These small charts are then combined into one comprehensive chart.

Up to the present, the data to be secured from a full-scale economic investigation have not been available. The transportation plans of the Northeast railways for 1950 are based on the shippers' advanced car order schedules. The

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business of state-operated enterprises, the military, and of the railway itself, comprises 88.63 percent by volume of all the freight traffic. Figures for the business of provincial and municipal enterprises and private enterprises are based on the actual figures for 1949 and on the transport capacity of the government facilities.

The flow-of-goods chart is illustrated by Chart 1 which shows the situation for the railway station at Harbin. Figures indicate the number of thousands of tons. [See Chart 1 on page 3.]

Explanation of Figures in Chart 1

The figures in Chart 1 show the volume of goods flow among the various stations listed. Using the flow of goods between Harbin and An-ta as an illustration, the chart shows that of the 528.8 kilotons reaching Harbin from An-ta the distribution was as follows:

Held at Harbin, 133 kilotons
 To T'ao-lai-chao, 240.2 kilotons
 To I-mien-p'o, 135.1 kilotons
 To Sui-hua, 20.5 kilotons

The figures on the chart show that of the 621.9 kilotons of goods leaving Harbin for An-ta the points of origin were as follows:

From Harbin, 82 kilotons
 From T'ao-lai-chao, 96.9 kilotons
 From I-mien-p'o, 248.2 kilotons
 From Sui-hua, 194.9 kilotons

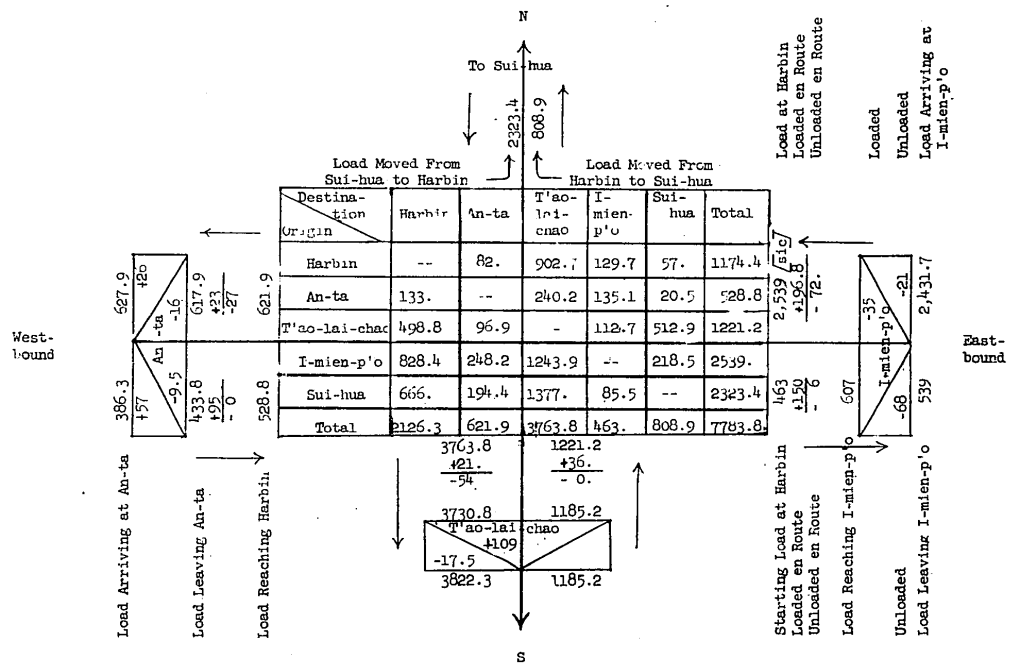
When data for all the stations and junctions are assembled, it may be combined into one large chart that presents the features of the rail transportation task for the whole railway, as illustrated by Chart 2.

[The detailed computations that follow in the text are not reproduced here. For example, the movement of 433.8 kilotons of goods from An-ta to Harbin, a distance of 129 kilometers amounts to 55,960.2 kiloton-kilometers. Add to this the kiloton-kilometers for the goods picked up at way stations, $95 \times 65 = 6,175$, and the total for goods reaching Harbin from the west is ascertained, namely, 62,135.2 kiloton-kilometers. The same computations are given for the other directions and for other stations. The figures derived are then summarized and entered in Chart 3.]

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Chart 1. Flow-of-Goods Chart for Harbin Station (1,000 tons)

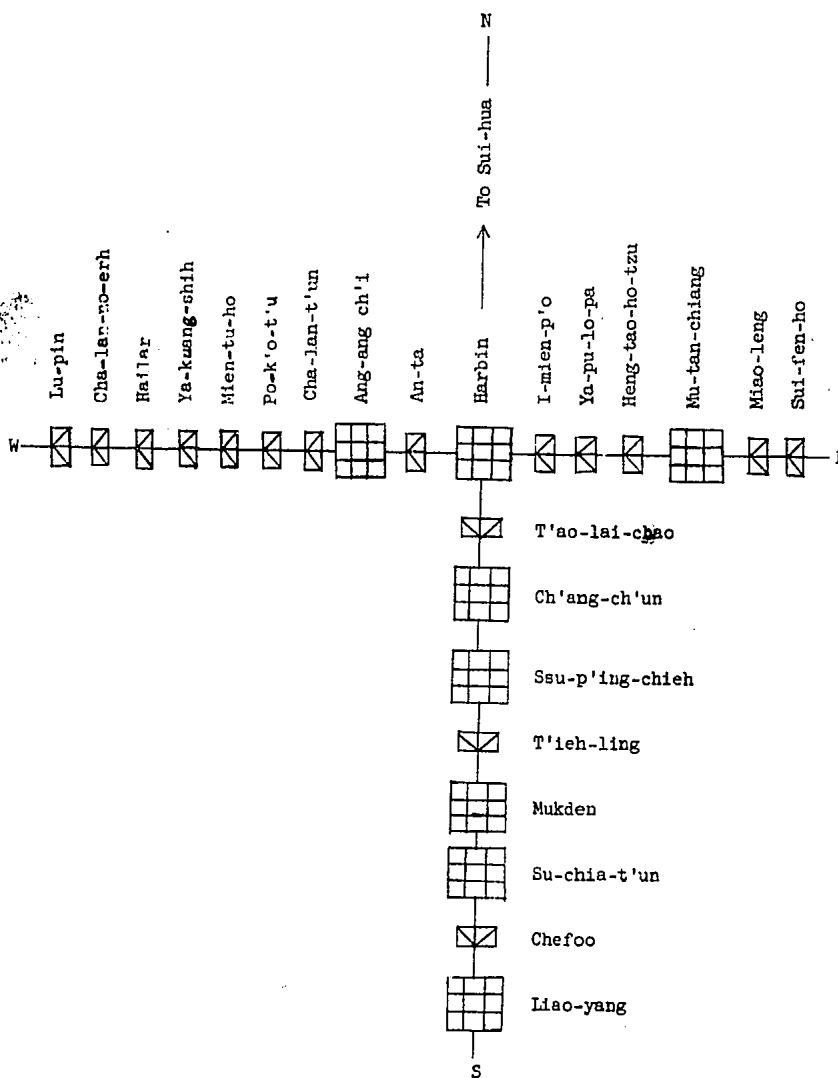


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Chart 2. Flow-of-Goods Channels

The following chart represents the flow-of-goods channels on the Chinese Ch'ang-ch'un Railway. It shows Harbin as the hub and the other junctions and stations on the lines east, south, and west of Harbin. Large squares represent junction points; small rectangles are way stations.



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Chart 3. Ton-Kilometrage and Train-Kilometrage

The figures in this chart show the volume of ton-kilometrage and train-kilometrage, during 8 months of 1950, between An-ta and Harbin.

	<u>Between Harbin and An-ta</u>
<u>Net Freight (in 1,000 ton-kilometers)</u>	
In (to Harbin)	62,135.2
Out (to An-ta)	79,709.1
Total	141,844.3
<u>Tare (in 1,000 ton-kilometers)</u>	
In	43,695
Out	43,695
Total	87,390
<u>Gross (in ton-kilometers)</u>	
In	105,830.2
Out	123,404.1
Total	229,234.3
<u>Car-Kilometrage (in 1,000 car-km)</u>	
Loaded Cars	
In	2,235
Out	2,913
Total	5,148
Empties	
In	678
Out	--
Total	678
Total All Cars	
In	2,913
Out	2,913
Grand Total of All Cars	5,826

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	<u>Between Harbin and An-ta</u>
<u>Number of Cars in Trains</u>	
In	36
Out	36
<u>Average No of Trains Each 24 Hr</u>	
In	3.3
Out	3.3
Total	6.3
<u>Train-Kilometrage for 8 Months</u> (in 1,000 train-kilometers)	
In	80.91
Out	80.91
Total	161.82

The following section of the chart shows guard-car kilometrage.

Distance (kilometers)	127
Number of Guard Cars Required Each Way Each 24 Hr	
In	4
Out	4
Daily (24 hr) Guard-Car Kilometrage (in 1,000 car-km)	1,016
Daily Ton-Kilometrage (in 1,000 ton-km)	10,160
Total Ton-Kilometrage for 8 Months (in 1,000 ton-km)	2,479,040
Car-Kilometrage for 8 Months (in 1,000 car-km)	247,904

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